THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) 69/70 Indore-Mhow Passenger has been introduced serving Ajmer-Khandwa section w.e.f. 5.2.96.

(b) During 1991-92 and 1992-93, 75 and 60 MG coaches were allotted to Western Railway. The production of MG coaches was stopped from 1993-94 due to gauge conversion.

Existing stock was utilised to run 69/70 Indore-Mhow Passenger by utilising lie-over period.

For the new M.G. trains 69/70, new diesel loco was not provided and the lie-over period of existing loco link was utilised.

Shankar Guruswami Committee

1403. SHRI NITISH KUMAR :
SHRI NAWAL KISHORE RAI :

Will the Minister of POWER be pleased to state :

(a) whether Shankar Guruswami Committee has been entrusted with the responsibility of recommending economic concession for private institutions interested to work in the field of power transmission;

(b) if so, whether the Government have received the report of the Committee;

(c) if so, the details of recommendations of the report;

(d) if not, the time by which it is likely to be received;

(e) whether the Government have also announced to give 16% dividend to private institutions on the investment in power transmission sector; and

(f) if so, the grounds therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI YOGINDER K. ALAGH) : (a) No, Sir. The Sankaraoruswamy Committee was set up to review the existing arrangement for planning and approval of transmission projects and to suggest guidelines for determination of transmission tariffs, negotiation of Transmission Service Agreement and for determining principles of bid solicitation and evaluation.

(b) Yes, Sir.

(c) The salient recommendations of the Committee are given in the enclosed statement.

(d) Does not arise.

(e) No, Sir.

(f) Does not arise.

Statement

Salient Recommendations of the Committee of Experts constituted to suggest guidelines regarding private investment in transmission projects

1. Overall planning of the transmission system shold continue to be under the scope of CEA, POWERGRID and SEBs as at present.
2. There should be only one main transmission agency in each area. For the transmission system within a State it would be the respective SEB, its successor organisation (in case of restructuring) and/or the State transmission company. At regional/national level it should be POWERGRID.
3. The above main transmission agencies should continue under Government owernship.
4. The above main transmission agencies have to decide as to which part of the new transmission augmentation within their responsibility they would like to entrust to private sector.
5. Even in the case of transmission system to be entrusted to private company, the SEB/ POWERGRID should continue to be responsible for preparation of Feasibility Report/ Detailed Project Report and obtaining necessary clearances, the procedure for which should continue to be generally as followed at present.
6. The main transmission agency should then issue a specification and obtain offers from private companies for taking up the construction of new transmission facilities on ownership basis.
7. The selection of the private transmission company should be on the basis of competitive bidding, for which the quoted annual transmission charge (under specified conditions) should be the main criteria which should also be used for arriving at the transmission charge to be paid. However, for critical lines the Committee has recommended that joint venture route may be adopted by selecting a joint venture partner through a competitive bidding process. Efforts should be made to ensure that in such cases a minimum tariff emerges.
8. Annual transmission charge should be linked to the availability of the concerned transmission component. For AC systems 98.5% has been suggested as the normative availability, above which an incentive would be payable and below which there would be a steeper reduction in the annual transmission charge to be paid.

9. Since the power flows and grid parametres would not be under the control of the private company, the payment of transmission charge is not proposed to be linked to power flows and grid parametres.

10. Since the annual transmission charge itself would get decided through competitive bidding, it would not be necesary to go into the capital cost and various individual components of the transmission charges.

11. Joint venture between the main transmission agencies and the private company are not recommended. However, in case it is found to be necessary to form a joint venture for any particular transmission project, it has been recommended that the main transmission agency should have equal participation in the operation of the joint venture, and the selection of joint venture partner should again be based on a competitive bidding process.

12. The private transmission company would be required to enter into a Transmission Service agreement with the concerned SEB/ POWERGRID, for making available its transmission assets the latter, in entirely, for use, and getting paid for the same by the latter. The private company would then not be concerned with wheeling and third party access issues.

13. The transmission company would have to operate and maintain its assets according to the directions of the State Load Dispatch Centre/Regional Load Dispatch Centre, which should continue to be owned and operated by the respective SEB/successor organisation/ State transmission company and POWERGRID.

14. The private transmission company should be issued a transmission license by the concerned Government on the basis of recommendation from the concerned main transmission agency.

[English]

STD Facilities to Sub-Divisional Headquarters

1404. SHRI MURALIDHAR JENA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there is any proposal under consideration of the Government to connect all the district headquarters and Sub-Divisional Headquarters of the counry with STD facilities;

(b) if so, the number of District Headquarters and Sub-Divisional Headquarters connected with STD facilities, till date; and

(c) the time by when all District Headquarters and Sub-Divisional Headquarters are likely to be connected?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Yes, Sir.

(b) All the 522 District Headquarters and 1149 Sub-Divisional Headquarters out of 1206, have been connected with STD facility.

(c) STD facility is planned to be provided to all the remaining Sub-Divisional Headquarters with Telephone Exchanges, during 1997-99 subject to availability of resources.

Discontinuation of Trains

1405. SHRI B.K. GADHVI :
SHRI SANAT MEHTA :
SHRI SHANTILAL PARSOTAMDAS PATEL :

Will the Minister of RAILWAYS be pleased to state :

(a) the details of trains discontinued on Delhi-Ahmedabad route on account of conversion work of this line from MG to BG;

(b) whether only Delhi Mail has been restored so far after the completion of the conversion of this line from MG to BG; and

(c) if so, the time by which the other trains e.g. Ashram Express, Delhi Express, Aravalli Express are likely to be restored on this line?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) The following direct trains between Delhi and Ahmedabad were discontinued on account of Gauge conversion :-

1. Ahmedabad-Delhi Ashram Express
2. Ahmedabad-Delhi Mail
3. Ahmedabad-Delhi Express
4. Ahmedabad-Delhi Aravali Express

(b) and (c) 9105/9106 Delhi-Ahmedabad Mail has been introduced with effect from 3.5.97. It has also been decided to introduce Rajdhani Express (weekly) and Ashram Express (daily) during August'97. Introduction of additional trains between Delhi and Ahmedabad is not proposed presently due to operational and resource constraints.

[Translation]

Demand of ED Employees

1406. SHRI SANTOSH KUMAR GANGWAR : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government are aware of the demands of extra-departmental employees;